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CITY OF BOSTON.



In Common Council, Feb. 14, 1833.

The Committee to whom was referred the several papers and documents relative to a new Street over the Mill Creek, together with the petition of P. H. Pierce and others, have had those subjects under consideration, have held several meetings, have viewed the premises where they propose opening and widening the streets, and ask leave to

REPORT

That after fully investigating the subjects committed to them, they are of opinion that the public convenience requires that the Mill Creek should be laid in a street, and widened to a breadth not less than forty, nor more than fifty, feet,—that Mer-

chant's Row should be continued across Ann street as nearly in a straight line as it now runs as possible, from Market Square until it intersects the street before recommended over the Mill Creek, of a width not less than forty nor more than fifty feet.

Your Committee find over the Mill Creek that it is from Fulton to Ann street, - - - 260 feet.

" Ann to Hanover street, - - - 432 feet.

" Hanover to Charlestown street, 440 feet.

Making the whole length - - - 1,132 feet.

To make this street forty feet wide will require 45,280 feet of land. They also find the whole number of feet on the Mill Creek belonging to the city is 27,980—which being deducted from the quantity necessary to make the street, would require the purchase of 17,300 feet of land—and if it should be thought expedient, to make the street 50 feet wide, the quantity to be purchased to complete the same over Mill Creek would be 28,600 feet.

The whole distance from Ann street to the intersection of the proposed new street is 156 feet, and the city must necessarily purchase the whole of this land, (with the exception of a small passage way) as it is wholly the property of individuals; therefore, the whole quantity to be purchased for the continuance of Merchants' Row to make a forty feet street, would be 5,400 feet—and if for a fifty feet street, it would require the purchase of 6,960 feet.

So that the whole quantity to be purchased for both streets would be for a forty feet street, 22,700 feet, for a fifty feet street, 35,580 feet.

Your Committee further learn, that there are somewhat more than fifty proprietors, whose proper-

ty will be variously affected, and with the exception of the demolition of those estates for the continuance of Merchant's Row, and those situated at the corners of the streets over which we pass, most of the estates will be much improved.

And many of the proprietors have expressed in writing, a readiness to contribute toward the proposed improvement, thus evincing a liberality, highly honorable to themselves, and beneficial to the community.

Your Committee are not unmindful that for the completion of those important avenues, a very imposing draft must necessarily be made on the Treasury—which they consider perfectly warranted, by the importance of the proposed improvement.

This subject having been so recently committed by a former City Council that your committee forbear troubling you with a detail of the necessity or convenience to the public.

The completion of the Lowell Rail Road must add very much to the present inconvenience, there being not a single reasonably wide avenue North of Court street, by which any communication may be had for all the travel, from the great Eastern, Northern, and Western Routes to the Market, or Eastern section of the city. They therefore recommend to the Council, the passage of the following Resolves :

Resolved, That _____ with such as the Mayor and Aldermen may join, be a committee with full powers to widen Mill Creek so as to form a street, forty feet wide from Clinton to Charlestown streets, with authority to extend the width to fifty feet, if they should judge it expedient.

Resolved, That the same committee be authorised to continue Merchant's Row across Ann street, until it intersects the

street over the Mill Creek, with the same power in regard to the width as over the street first named.

Resolved, That if the said committee should consider it for the interest of the city, to purchase any Estate or Estates, which may be necessary for carrying into effect the foregoing resolves, they are hereby authorized so to do, in behalf of, and for the use of the City of Boston : *Provided*, That no Estate shall be purchased unless it be determined to do so by the committee, at a meeting held for that purpose, and the opinions then expressed shall be by signing their names to a vote, expressive of their approbation of the purchase, the price to be paid, and the terms of payment—which vote or approbation shall be void, unless signed by at least three fourths of the committee.

Resolved, That the committee hereby appointed are not authorized to act in the premises, until a subscription shall be made and placed in their hands, from individuals who may be benefitted by this improvement, payable in lands, or money, amounting in the opinion of the committee, to at least **Twenty Thousand Dollars**.

All which is submitted by order, and in behalf of the Committee.

ELIPHALET WILLIAMS, *Chairman*.

The following Resolves and Orders are proposed by Mr. Hastings, of Ward 6, as a substitute for the above Resolves :

Resolved, That whenever the surveyors of highways deem that the public safety and convenience require that the street from Clinton to Charlestown streets over the Mill Creek should be widened, and also that Merchant's Row should be extended and opened to intersect said street, the City Council will appropriate the money to satisfy any judgments that may be obtained against the city from the owners of any estates that may be taken or injured.

Resolved, That whenever the surveyors of highways deem that the public safety and convenience require that a street should be opened or widened from Broad street to Sea street, the City Council will appropriate the money to satisfy any judgments that may be obtained against the city from the owners of any Estates that may be taken or injured.

Resolved, That whenever the surveyors of highways deem that the public safety and convenience require that Commercial street should be extended and opened to the Marine Rail-

ways, or any part of said distance, the City Council will appropriate the money to satisfy any judgment that may be obtained against the City from the owners of any estates that may be taken or injured.

Ordered, That if the powers now possessed by the surveyors of highways are insufficient to authorize them to lay out the two last named streets, they are hereby authorized to apply to the Legislature for such additional powers as *will* enable them to lay out said streets.

Ordered, That the foregoing resolves shall remain in force during the present municipal year, and no longer.

CITY OF BOSTON.

The Joint Committee appointed "to take into consideration so much of the Mayor's Inaugural address, as relates to the opening of a marginal Street from Broad to Sea Street." ask leave respectfully to

REPORT

That your committee held a meeting at an early day after their appointment, and many of the gentlemen interested in the proposed improvement attended, and after an interchange of views on the important subject of their commission, your committee suggested to the party present, the expediency of causing a plan to be made of the proposed street, and to ascertain as far as could be done, what number of the abutters on the contemplated line would be willing to relinquish their lands towards making the street; and that so soon as these preliminary measures were taken, the committee should be again called, further to attend to the subject, and make report to the City Council.

In pursuance of this arrangement, a survey was made and a plan drawn and presented to your committee, of the proposed street, extending from Broad to Sea Street, *forty feet in width*, but *unaccompanied with any documents stipulating for the relinquishment by the abutters of the land necessary to make said street*, and the proprietors were given to understand, that the width of the street, as laid down on the plan, would not probably be satisfactory to the Council or to the Surveyors of Highways; and it was also known, that it was not satisfactory to some of the abutters themselves, in fact, that some of the principal proprietors of Estates, through which the proposed street is laid down on the plan to pass, are only willing to relinquish their land on the condition, that the street shall not be made less than *fifty feet in width*.

It would be almost superfluous for your committee to make any remarks touching the importance of the enterprize in question. Every member of the Council is undoubtedly familiar with the premises, and will recollect, that it is an improvement which has been for many years in agitation, but that after all, it is a measure which recommends itself *first, to the action of the abutters themselves*, as proposed in the present Report and, if in the prosecution of the necessary steps for its accomplishment on their part, any obstacles arise, such for instance, as not being able to obtain the relinquishment of land in all instances, that the action of the City Council, or that of the Surveyors of Highways, might then be brought into aid and facilitate the accomplishment of the desired object.

Believing, from the lateness of the season, and the short time which will elapse before the organization of a new council, that nothing further will be done the present year touching the premises, your Committee report, that the further consideration of this subject be referred to the next City Council.

All which is respectfully submitted.

For the Joint Committee,

HENRY J. OLIVER, *Chairman*

In Common Council, Dec. 8, 1831.

Read and accepted.

Sent up for concurrence,

B. T. PICKMAN, *President.*

In the Board of Aldermen, Dec. 19, 1831.

Read and Concurred.

H. G. OTIS, *MAYOR.*

CITY OF BOSTON.

In Common Council, May 10, 1832.

The Committee of the City Council to whom was referred the petition of the Hon. John Welles and others, praying that "a spacious Street may be opened upon the easterly margin of the City; extending from the North End to the South End," have had the subject under consideration, and ask leave to

REPORT

That two Committees of the petitioners appeared before your Committee, one of whom represented the interest of the petitioners between Foster's Wharf and Sea Street; and the other, the interest of those between Sea Street and the new Street now making by the Land Commissioner, near the City land East of Washington Street. Both of said committees urged the expediency of commencing the work immediately, and exhibited plans and estimates, showing the direction of part of the proposed Street, and the probable expenses of completing the work, which plans and estimates accompany and make a part of this report.

One Committee of the petitioners propose to continue Broad Street from Foster's Wharf to Sea Street, near the bottom of Summer Street, a distance of about two thousand feet ; and Fifty Feet in width, as marked on the plan. The estimated cost of making this part of the Street, exclusive of paying for land taken, amounts to the sum of twelve thousand six hundred and thirty-six dollars.

After thorough examination of the premises and mature deliberation, your Committee are of opinion, that the time has arrived when this long desired public improvement should be made, the necessity and convenience of which must be apparent to a very large portion of our fellow citizens. Many of the owners of the land, over which the Street is to pass, are ready to relinquish all claims for damages, and some are willing to aid in making the Street ; but after all that can be done by the individuals immediately concerned, there will be required, to insure its completion, an appropriation by the government of ten thousand dollars. Your Committee therefore recommend, that when said Street shall be completely made from Foster's Wharf to Sea Street, fifty feet in width, fitted for paving and to the acceptance of the Surveyors of Highways, that the sum of ten thousand dollars be paid by the City to defray the expenses thereof ; and that whenever (in the opinion of the Surveyors of Highways) said Street shall be sufficiently settled ; the curb stones set and the sidewalks laid, said Street be paved at the public charge.

Your committee further state, that it is also proposed by the other committee of the petitioners, to make a new Street from said Sea Street to Front Street, thence to the City lands East of Washington Street ; making a continuous Street from Broad Street to the new Street now making by the Land Commissioner, near the Dyke, east of Washington Street. The importance of which, to the best interest of the City, will appear obvious to all, who look to the proceeds of the sale of this land to pay the public debt ; for should this project succeed there can be no doubt that the Neck lands will greatly rise in value.

It was stated to your Committee, that that part of said Street, from Sea Street to Front Street, will be made by the owners of the flats over which it will pass ; and, if the City will appropriate eight thousand dollars towards the expense of continuing Front Street from its present termination at the South Bridge, to the new Street near the Dyke, that said petitioners will complete the same to the acceptance of the Surveyors of Highways ; affording to the public a direct and commodious Street from Northampton Street to State Street, and all the Wharves intervening. It will be perceived that to accomplish this whole line of Street will cost the City eighteen thousand dollars. We are aware, that so large a sum ought not to be expended for one object without great deliberation and urgent necessity. But after due consideration of the magnitude of

the undertaking, and the beneficial effects that must result to the public on its completion ; and the subsequent advantages that will be produced by the improvement, your Committee recommend, as an assurance to the petitioners of the Co-operation of the City Government, that the following resolves be passed.

For the Committee.

C. WELLS, *Chairman.*

Resolved, That as soon as a Street fifty feet wide, from Foster's Wharf to Sea Street, shall be completed by any of the abutters on said Street, fitted for paving, and the curb stones set, and the side walks laid to the acceptance of the Surveyors of Highways, the City Government will apply the sum of ten thousand dollars towards the expenses of the same, and will cause said Street to be paved at the public charge.

Resolved, That whenever a Street shall be made from Sea Street to Front Street (over the Flats) and from the present termination of Front Street, near the South Bridge, to the Street commenced near the Dyke, [by the Land Commissioner] to the acceptance of the Surveyors of Highways, the City Council will pay the sum of eight thousand dollars towards defraying the expences thereof.

In Common Council, May 17, 1832.

Read and the Resolves, having been twice read, passed,
Yea, 35 ; Nays, none.

Sent up for concurrence.

JOHN P. BIGELOW, *President.*

In the board of Aldermen, May 21, 1832.

Read—and concurred,—Yea, 6 ; Nays, none.

CHARLES WELLS, *Mayor.*

CITY OF BOSTON.

City Council, Sept, 29, 1831.

The Joint Committee to whom was referred the petition of Daniel Sargent and others, as also the petition of William Parsons and 1,400 others, as taken from the files, for an extension of Commercial Street to Lynn Street, have attended to the duty assigned them, and ask leave respectfully to

REPORT

That they have met the parties at two several times, and received from them a plan, drawn by S. P. Fuller, Esq. of the continuation of Commercial Street, as proposed by them, together with the conditional relinquishment to the City by the principal abutters on the contemplated line of so much of their land as may be required to make said street (see paper numbered 3,) together with sundry other documents, all which accompany and make part of this Report. By recurrence to the Plan, it will be perceived that the Petitioners contemplate continuing Commercial Street from its present termination at Lewis' Wharf, as far round as the Marine Railway, in Ann Street, the whole expense of which is estimated at \$16,500, exclusive of the relinquishment of their lands and the removal of buildings as aforesaid (see paper No. 1.) leaving the widening of Ann Street as far as Lynn Street, to future operations, as private enterprise may render expedient and the public necessity or convenience may require, it being in the views of this Committee all important, that the section of Ann Street, from the Marine Railway, should be continued of the same width as Commercial Street, and which can probably be done at no very considerable expense, if widened principally on the water side of the Street; indeed, the Street may hereafter go across Hanover Street, and be continued of this width, two hundred feet into Lynn Street on the water side, with but little, if any, damage to the two estates bordering thereon.

The \$16,500 stated as being the expense of carrying Commercial Street to the point in Ann Street aforesaid, is for the purchase of some small estates, and making compensation to individuals on the route, whose estates cannot be passed without essential injury to them, and which will be more distinctly understood by following the lines on the Plan, with the explanatory document numbered 1, the amount of all which is estimated at about \$13,500, the balance is for the cost of making the Street, and putting it in a condition for paving, as per S. P. Fullers' estimate of the same, (see paper No. 20. and is \$3,098 52, making together the aforesaid estimate of about

\$16,500. The length of the proposed extension of Commercial Street to Ann Street is 1,250 feet, carrying a width of fifty feet, the whole quantity of land therefore redeemed from old wharves, and covered in part with stores, sheds, and other wooden buildings, together with some dock will amount to not far from 62,500 square feet.

Thus are the Council made acquainted with all the facts touching the premises which your committee are in possession of, and in view of which, your committee have unanimously agreed to report a Resolve, recommending an appropriation of the sum of ten thousand dollars towards defraying the cost of the aforesaid enterprise. The work may be commenced this fall, and the street, by a condition among some of the abutters on the line must be laid out, if done agreeably to the arrangement among themselves, in all the month of April next, although the principal part of the ensuing year might elapse before the money would be called for from the City.

Your Committee are not aware that it is necessary to enlarge their present report by any remarks by way of argument in favor of the Council, adopting the principal Resolve, recommended by them, particularly when it is borne in mind, that the extension in a northerly direction of Commercial Street, as now proposed, originally entered into the views of the City Council as forming part of the improvement contemplated in the laying out of this Street. A few, however, of the many other considerations which presented themselves to your committee, they will proceed to state.

It will readily occur to the Council, that the project of a wide capacious avenue around this City had long been in contemplation with the old town authorities, and with every City Council since the change of the municipal government. In view of this was it, your committee believe, that both branches of the Council in the last annual address, from its chief magistrate, had its attention called to this subject, in relation to the extension of *Broad Street round to Sea Street*. Of no less importance in the view of your committee, and most perfectly in accordance with the views just referred to, is the extension of *Commercial Street to Lynn Street*, and when both of these Streets are completed, there will remain but a small part of your City which will not be accommodated with such marginal street. Commencing at the North, and following Charles River, you have Lynn Street forty feet wide on straight lines to Causeway Street, thence by this Street which is sixty feet in width to Leverett Street, thence to Brighton Street, through Brighton Street, with the omission of an extension of this Street across to Cambridge Street, but which the public necessity will very shortly call for to be continued to Charles Street, thence through Pleasant and Washington Streets to Roxbury, or a little westerly, over Tremont Street, just laid out, to Roxbury. To return back to the place of beginning, you take a

southerly course through Commercial Street to the Long Wharf, thence through India and Broad Streets to Sea Street, (the conjunction of these two latter named Streets is now in charge of a joint committee of the Council) thence by Sea Street to South Boston, or turning westerly through East and Essex Streets to Front Street and Washington Street, or by a continuation of Front Street (already petitioned for to the Council) to Northampton Street and Roxbury. This is the course of a very few years, with only the continuance of the past prosperity of our City, will this very desirable object of a marginal Street, embracing all the advantages of new Streets and wide side walks, extending itself around the City entire, be accomplished.

A more local, but not less important consideration with your Committee in favor of the street now proposed to be constructed is the present condition of Ann Street, a street which runs parallel with, and is about 150 feet distant from the proposed street, and for which the new Street will be in part a substitute, so far at least as lies in its commercial advantages. This street, in its width and lines, through its whole extent, as has once before been remarked, has been a reproach to the town, at least for one generation, being only 14 feet wide in one place between the side walks, and these only two feet wide, and from that, in many places, only 19 feet wide, including side walks, and throughout the whole Street of no greater average width than 24 feet 3 inches, including side walks, at the same time this Street is one of the principal avenues from the centre to the north part of the City ! Now the cost of widening this Street, to make it only 30 feet wide, as has been remarked by a former committee of the Council, would at the very lowest calculation amount to \$100,000. In the most limited view of it, the expense would unquestionably be very considerable: now here is a proposition for a street, the construction of which will render unnecessary any very extensive widening in Ann Street, and which can be obtained by the City for merely the sum of \$10,000. Your Committee know of no instance where a street of such length and width, and from which the public will derive so many advantages, has been obtained at so little cost to the City.

Again, your committee view it as not among the least of the considerations in favor of a marginal Street, and particularly in the case now referred to, that its construction tends to promote very greatly, the health of the City, by the removal of those numerous small docks which are well known to be constant sources of filth, and at low tides exceedingly offensive. The fact also, that such avenues bring nearer each other, remote sections of the City, particularly in the present instance, your committee consider is not to be lost sight of. The advantages in the saving of time to the laboring man who passes from his home at the north part of the town to Long and Central

Wharves for instance, and his going and returning four times a day, is by no means inconsiderable, the City is conferring a benefaction upon this class of our community in the attainment of so desirable an object. The saving of time and expense in the transportation of every description of property, passing either way is, in the opinion of your committee, also entitled to the regard of the Council, and lastly, by way of an immediate pecuniary interest which the City has in the project under consideration, it is a fact fairly to be assumed, that while in many cases, sums as large as that now proposed are expended in the straightening or widening streets, having regard to public convenience and to uniformity of appearance, very properly appropriated undoubtedly, but without one dollar ever coming in of additional taxes to the City Treasury, while, in the present instance, in all probability, within three years from the payment of the money, reported in the accompanying Resolve, there will be reimbursable to the Treasury double, if not three fold the interest on the expenditure by the City, in the amount of income from the taxable property created by this improvement.

In conclusion, your committee indulge the belief, that there can be but one opinion as to the general utility of the continuance of the proposed street, agreeably to the petition signed by William Parsons and 1,400 other citizens, originally sent in, and now that of Daniel Sargent and others, the present year preferred before the Council, the number and respectability of the names attached to the petitions, and the various interests which they represent, present strong claims upon the Council, as your committee humbly apprehend, to the granting their request, so far as is embraced in the first subsequent Resolution, which your committee report and recommend the adoption of by the City Council.

All which is respectfully submitted,

By order and in behalf of the joint committee,

HENRY J. OLIVER, *Chairman.*

Resolved, First, That it is expedient to appropriate the sum of ten thousand dollars towards the extension of Commercial Street fifty feet wide, from its present termination at Lewis' Wharf to the Marine Railway in Ann Street, said Street to be constructed of like materials with that part already built, and the money to be paid when the same shall have been completed to the satisfaction of the Surveyors of Highways, provided, that before any money be applied by the City to the purposes of this Resolve, the proprietors of all the land shall, by sufficient deeds, release to the City, all claim for damages or

compensation for the lands or building, that may be included in the lines of the street that shall be laid out, or that security to the satisfaction and acceptance of the Mayor and Aldermen, that the City shall be fully indemnified from all claims for the same shall be first given.

Resolved, Second, That all farther proceedings in the premises, touching a choice of lines of said street, as also the continuation of collateral streets into the new Street, together with all other matters in relation thereto, be referred to the Surveyors of Highways.

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Mr. Barnes & Ward are engaged
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BOSTON COLLEGE



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MULTIPLE VOLUMES BOUND TOGETHER

O'NEILL LIBRARY BOSTON COLLEGE

